

ORIGINAL

WAR DEPARTMENT
Form No. 1
Prescribed by G.O.

INDIVIDUAL FLIGHT RECORD

REVIEWED BY AIR

NAME Salter, Douglas M. MONTH February 19 31
 RANK Major, Air Corps SERVICE 1st Bombardment Sq (H) AFSC
 AREA, BATTALION 1st Lt 1-17 ORGANIZATION Assigned to 1st
 TRANSFERRED FROM DATE OBL Assigned for flying
 TO DATE STATION Davis-Monthan Field, Tucson, Arizona

1	2	3	4					5	6	7	8
Flight No.	Altitude	Engine	FLYING TIME BY AIRCRAFT TYPE					Aircraft Model Number	No. of Hours Flown	Total Time Flown	REMARKS
			Hours	Minutes	Seconds	Minutes	Seconds				
1	X	W						2-164	1:15		Local
2		W						2-164	2:35		Tucson-Mesa
3		W		1:00				2-164	1		Long Beach - San Diego
4		W		1:40				2-164	1		San Diego (Local)
5		W		1:35				2-164	1		San Diego - Tucson
<p>P-4.1 TP-4.1 2.8 1.0 TP</p>											
								9	10	11	12
TOTALS								Total pilot time	Total other than pilot	* For time in aircraft only	
This report			44:05					44:05	2:50		
Flying time this year			11:54:30					24:30	11:54:00	54:30	
Total this fiscal year			11:54:30					24:30	11:54:00	54:30	
Total previous years			3:01:55	20:11:15	13:13:00	1:40:00	3:01:55	20:11:15	13:13:00	1:40:00	
Totals to date			3:01:55	22:11:50	13:13:00	1:40:00	3:01:55	22:11:50	13:13:00	1:40:00	

NOTES:—When the aircraft is assigned to an organization other than that to which the pilot is assigned, it should be noted in Remarks that the aircraft is assigned to another organization.

U.S. AIR FORCE
Form 100-10
Rev. 1-55

INDIVIDUAL FLIGHT RECORD

REASON FOR AIR

NAME CRIVER, S. B.
RANK Major, Air Corps
ARMED RATTAGE Pilot 6-1-35
TRANSFERRED FROM
TO

MONTH September
CDR 1st Regt. (M) 4701
ORGANIZATION Amigos Hq., Squads
OBJ attached for flight
STATION Forbes Field, Kane, California.

			A <u>MURAC</u>					9173		
			FLIGHT TIME BY AIRPLANE TYPE							
1	2	3	4	5	6	7	8	9	10	11
Day	Month	Year	Altitude	Speed	Time	Remarks	Altitude	Speed	Time	Remarks
20	9	35		2155			2-25	1		20-25
21	9	35		2155			2-25	1		21-25
22	9	35		2155			2-25	1		22-25
23	9	35		2155			2-25	1		23-25
24	9	35		2155			2-25	1		24-25
25	9	35		2155			2-25	0		25-Change
26	9	35		2155			2-25	1		Change-VA.

P 5.4
PF 5.4
TF 15.8
TF 10.8

TOTALS	1	2	3	4	5	6	7	8	9	10	11	12
Time spent												
Time spent on flight												
Time spent on ground												
Time spent on flight												
Time spent on ground												
Time spent on flight												
Time spent on ground												

NOTE: When the aircraft is assigned to an assignment, other than that for which the aircraft is assigned, the flight time shall be reported as "Other" under "Remarks" column.

ORIGINAL

CONCLUSIONS

© 2000 Blackwell Science Ltd *Journal of Internal Medicine* 247: 395–402

MONTHLY December
GROUP
ORGANIZATIONS—Assigned
ORG.—Attached for flying
STATIONS

1994

NOTE - DOUBLE		
1. 1000	1000	1000
2. 1000	1000	1000
3. 1000	1000	1000
4. 1000	1000	1000
5. 1000	1000	1000
6. 1000	1000	1000
7. 1000	1000	1000
8. 1000	1000	1000
9. 1000	1000	1000
10. 1000	1000	1000
11. 1000	1000	1000
12. 1000	1000	1000
13. 1000	1000	1000
14. 1000	1000	1000
15. 1000	1000	1000
16. 1000	1000	1000
17. 1000	1000	1000
18. 1000	1000	1000
19. 1000	1000	1000
20. 1000	1000	1000
21. 1000	1000	1000
22. 1000	1000	1000
23. 1000	1000	1000
24. 1000	1000	1000
25. 1000	1000	1000
26. 1000	1000	1000
27. 1000	1000	1000
28. 1000	1000	1000
29. 1000	1000	1000
30. 1000	1000	1000
31. 1000	1000	1000
32. 1000	1000	1000
33. 1000	1000	1000
34. 1000	1000	1000
35. 1000	1000	1000
36. 1000	1000	1000
37. 1000	1000	1000
38. 1000	1000	1000
39. 1000	1000	1000
40. 1000	1000	1000
41. 1000	1000	1000
42. 1000	1000	1000
43. 1000	1000	1000
44. 1000	1000	1000
45. 1000	1000	1000
46. 1000	1000	1000
47. 1000	1000	1000
48. 1000	1000	1000
49. 1000	1000	1000
50. 1000	1000	1000
51. 1000	1000	1000
52. 1000	1000	1000
53. 1000	1000	1000
54. 1000	1000	1000
55. 1000	1000	1000
56. 1000	1000	1000
57. 1000	1000	1000
58. 1000	1000	1000
59. 1000	1000	1000
60. 1000	1000	1000
61. 1000	1000	1000
62. 1000	1000	1000
63. 1000	1000	1000
64. 1000	1000	1000
65. 1000	1000	1000
66. 1000	1000	1000
67. 1000	1000	1000
68. 1000	1000	1000
69. 1000	1000	1000
70. 1000	1000	1000
71. 1000	1000	1000
72. 1000	1000	1000
73. 1000	1000	1000
74. 1000	1000	1000
75. 1000	1000	1000
76. 1000	1000	1000
77. 1000	1000	1000
78. 1000	1000	1000
79. 1000	1000	1000
80. 1000	1000	1000
81. 1000	1000	1000
82. 1000	1000	1000
83. 1000	1000	1000
84. 1000	1000	1000
85. 1000	1000	1000
86. 1000	1000	1000
87. 1000	1000	1000
88. 1000	1000	1000
89. 1000	1000	1000
90. 1000	1000	1000
91. 1000	1000	1000
92. 1000	1000	1000
93. 1000	1000	1000
94. 1000	1000	1000
95. 1000	1000	1000
96. 1000	1000	1000
97. 1000	1000	1000
98. 1000	1000	1000
99. 1000	1000	1000
100. 1		

NOTE: While the analysis is composed of six representative cases, there may be other similar situations in progress or planned in the future. The program represented earlier remains active.

© 2004 Blackwell Publishing Ltd

INDIVIDUAL FLIGHT RECORD

RECORD OF FLIGHTS

NAME CHANCE, OUIS F. MONTH(S) November 1941
 RANK 1st Lieutenant, Air-Reserve GROUP ---
 AERO. RATING Pilot 6-1-40 ORGANIZATION Assigned 6th Bom. Sq. (H) AFG
 TRANSFERRED FROM --- ORG. Attached for flying
 TO --- DATE --- STATION Air Base, Tucson, Arizona

1	2	3	4					5	6	7	8
Date	Day	Mission Symbol	PILOT TIME BY AIRPLANE TYPE					Aircraft Model Number	No. of Landings	Other Than Pilot	REMARKS
			Attack	Bomb.	Obs.	Photo	Training				
12	22	Q-5		1:40				LB-30	1		50-Local <u>SAN DIEGO</u>
13	23	CP		1:40				LB-30	1		50-50
14	24	CP		1:45				LB-30	1		50-50 <u>TUCSON</u>
15	25	CP		2:45				LB-30	0		50-Change
16	26	P		2:45				LB-30	1		Change-50 <u>MEMPHIS</u>
17	27	CP		1:35				LB-30	0		50-Change
18	28	P		1:35				LB-30	1		Change-50 <u>WRING FLD</u>
19	29	CP		1:05				LB-30	0		50-Change
20	30	P		1:05				LB-30	1		Change-50 <u>BOLLING FL</u>
<p>QUOTE SURE WE WERE IN AL 530 (LB-30) AS I RECALL THESE AIRCRAFT WERE MARKED WITH <u>FRENCH</u> <u>MARKINGS</u> WHICH WERE CHANGED AT <u>BOLLING FIELD</u> <u>TO U.S.</u> I'M QUITE CERTAIN THAT THE 10 AC WERE DESTINED FOR FRANCE BUT WHEN SHE COLLAPSED, THEY WERE DIVERTED TO THE U.K.</p>											
TOTALS											
			Total pilot time					Total other than pilot		Pilot time nonmilitary airplane	
This report			11:55					11:55			
Previous reports this F. Y.			155:50					171:35		2:00	
Total, this fiscal year			170:45					179:30		2:00	
Totals previous years			71:40	133:30	1:35			241:15	459:30	175:35	
Totals to date			71:40	400:15	1:35			263:30	619:00	177:35	

*DUTY SYMBOLS
 P—Pilot B—Bomber R—Radio operator
 CP—Copilot OB—Observer PH—Photographer
 N—Navigator E—Engineer O—Other crew
 C—Commander G—Gunner X—Passenger

NOTE.—When the airplane is assigned to an organization other than that to which the individual is assigned or attached for flying, show the airplane organization under Remarks, column 8.

DUPLICATE

INDIVIDUAL FLIGHT RECORD

HEAVIER THAN AIR

NAME GEORGE, G. J.
RANK 1st Lt., Col.
AERO. RATINGS 110%
TRANSFERRED FROM
TO _____ DATE _____

MONTH(S) November and December 19 41
GROUP _____
ORGANIZATION—Assigned 4th Gen. Sq. () AFSC
ORG.—Attached for flying 1st Lt. Col.
STATION Municipal Airport, Sacramento, Cal.

1		2	3	4					5	6	7	8	
Date	Day	Mission Symbol	PILOT TIME BY AIRPLANE TYPE					Aircraft Model Symbol	No. of Landings	Other Than Pilot	REMARKS		
			Attack	Bomb.	Obs.	Patrol	Cargo						Training
10	GP	T-5		3:45					LB-30	1		NA-Chicago	3145Z AIRPORT
		T-5		3:30					LB-30	0		Chicago-MI	MIAMI
11	GP	T-5		2:30					LB-30	0		MI-Chicago	
21	GP	T-5		2:30					LB-30	1		Chicago-Puerto Rico	
		T-5		5:00					LB-30	0		Puerto Rico-Chicago	
22	GP	T-5		1:55					LB-30	1		Chicago-Dolan	
23	GP	T-5		9:10					LB-30	1		Dolan-Motel	
25	GP	T-5		9:10					LB-30	1		Motel-Accra	
26	GP	T-5		5:45					LB-30	0		Accra-Chicago	
27	GP	T-5		6:00					LB-30	1		Chicago-Khartoum	
28	GP	T-5		2:10					LB-30	0		Khartoum-Chicago	
29	GP	T-5		2:40					LB-30	1		Chicago-Cairo	
1	GP	T-5		1:05					LB-30	1		FAID	EGYPT
3	GP	T-5		1:50					LB-30	2		Local-at Fayid, Egypt	
4	GP	T-5		1:50					LB-30	2		Local-at Fayid, Egypt	
10	GP	T-5		1:15					LB-30	4		Local-at Fayid, Egypt	
12	GP	T-5		1:05					LB-30	4		Local-at Fayid, Egypt	
13	GP	T-5		2:30					LB-30	4		Local-at Fayid, Egypt	
THE RAF SQUADRON WHO RECEIVED THE "BIRDS" WAS SQUADRON 108 MADE UP OF U.K AUSTRALIANS, SO. AFRICAN AND CANADIAN CREWS VERY INTERESTING													
FAID IS ABOUT 120 MILES EAST OF CAIRO ON THE EDGE OF GREAT BITTER LAKE													
TOTALS									9	10	11	12	
									Total pilot time	Total other than pilot	Pilot time nonmilitary airplanes		
This report				65:00					65:00				
Previous reports this F. Y.				175:50				18:45	19:35	52:35			
Totals this fiscal year				240:50				18:45	25:35	52:35			
Totals previous years			74:40	138:30	1:35			244:45	459:30	175:35			
Totals to date			74:40	379:20	1:35			263:30	719:05	228:10			

*DUTY SYMBOLS
P—Pilot B—Bomber R—Radio operator
CP—Copilot OB—Observer PH—Photographer
N—Navigator E—Engineer O—Other crew
C—Commander G—Gunner X—Passenger

NOTE.—When the airplane is assigned to an organization other than that to which the individual is assigned or attached for flying, show the airplane organization under Remarks, column 8.

2-1002a

DUPLICATE

WAS REPORTED
ON 10/1/50
BY 10/1/50

INDIVIDUAL FLIGHT RECORD

ISSUED FROM 10/1/50

NAME WILLIAM, CARL W.

MONTH 10/1/50

GRADE Major, Air Corps

GROUP 10/1/50

ASSN. RATING 10/1/50

ORGANIZATION 10/1/50

TRANSFERRED FROM

DEPT. 10/1/50

TO

DATE

STATION 10/1/50

1	2	3	4	5	6	7	8
Serial	Month	Day	Hour	Minute	Second	Altitude	Remarks
1	10	1	12	00	00	10,000	1st Solo Flight
2	10	2	12	00	00	10,000	2nd Solo Flight
3	10	3	12	00	00	10,000	3rd Solo Flight
4	10	4	12	00	00	10,000	4th Solo Flight
5	10	5	12	00	00	10,000	5th Solo Flight
6	10	6	12	00	00	10,000	6th Solo Flight
7	10	7	12	00	00	10,000	7th Solo Flight
8	10	8	12	00	00	10,000	8th Solo Flight
9	10	9	12	00	00	10,000	9th Solo Flight
10	10	10	12	00	00	10,000	10th Solo Flight
11	10	11	12	00	00	10,000	11th Solo Flight
12	10	12	12	00	00	10,000	12th Solo Flight
13	10	13	12	00	00	10,000	13th Solo Flight
14	10	14	12	00	00	10,000	14th Solo Flight
15	10	15	12	00	00	10,000	15th Solo Flight
16	10	16	12	00	00	10,000	16th Solo Flight
17	10	17	12	00	00	10,000	17th Solo Flight
18	10	18	12	00	00	10,000	18th Solo Flight
19	10	19	12	00	00	10,000	19th Solo Flight
20	10	20	12	00	00	10,000	20th Solo Flight
21	10	21	12	00	00	10,000	21st Solo Flight
22	10	22	12	00	00	10,000	22nd Solo Flight
23	10	23	12	00	00	10,000	23rd Solo Flight
24	10	24	12	00	00	10,000	24th Solo Flight
25	10	25	12	00	00	10,000	25th Solo Flight
26	10	26	12	00	00	10,000	26th Solo Flight
27	10	27	12	00	00	10,000	27th Solo Flight
28	10	28	12	00	00	10,000	28th Solo Flight
29	10	29	12	00	00	10,000	29th Solo Flight
30	10	30	12	00	00	10,000	30th Solo Flight
31	10	31	12	00	00	10,000	31st Solo Flight

TOTALS	1	2	3	4	5	6	7	8
Time flown	10	1	12	00	00	10,000	10,000	10,000
Time in air	10	1	12	00	00	10,000	10,000	10,000
Time on ground	10	1	12	00	00	10,000	10,000	10,000
Time in air	10	1	12	00	00	10,000	10,000	10,000
Time on ground	10	1	12	00	00	10,000	10,000	10,000

WAS REPORTED
ON 10/1/50
BY 10/1/50

WAS REPORTED
ON 10/1/50
BY 10/1/50

WAF FORM 100
1-55

INDIVIDUAL FLIGHT RECORD

WEATHER PLAN 100

NAME: W. L. JORDAN, JR. 0-021266

MONTH: NOVEMBER

19 51

RANK: MAJOR, AIR CORPS

GROUP:

ASST. STATIONS: FLIGHT 8-25-50

ORGANIZATION: Assigned 22nd AFH 644th

TRANSFERRED FROM:

ORG: Assigned 1st AFH

TO:

DATE:

STATION: Calicut Field, Singapore, SINGAPORE

1	2	3	4					5	6	7	8
Date	Time	Plane	FLIGHT TIME BY AIRPLANE TYPE					Actual Flight Time	By Clock	Other Time Type	REMARKS
			Small	Med.	Obs.	Passenger	Large				
11-1-51	08	W		1:35				1:35	1		HP - 01
11-1-51	09	W		1:30				1:30	1		HP - 01
11-1-51	10	W		3:40				3:40	1		HP - 01
11-1-51	11	W		4:00				4:00	1		HP - 01
11-1-51	12	W		3:50				3:50	1		HP - 01
11-1-51	13	W		1:35				1:35	1		HP - 01
11-1-51	14	W		3:50				3:50	1		HP - 01
11-1-51	15	W		1:30				1:30	1		HP - 01
11-1-51	16	W		1:30				1:30	1		HP - 01
11-1-51	17	W		3:40				3:40	1		HP - 01
11-1-51	18	W		1:30				1:30	1		HP - 01
11-1-51	19	W		3:40				3:40	1		HP - 01
11-1-51	20	W		1:30				1:30	1		HP - 01
11-1-51	21	W		3:40				3:40	1		HP - 01
11-1-51	22	W		1:30				1:30	1		HP - 01
11-1-51	23	W		3:40				3:40	1		HP - 01
11-1-51	24	W		1:30				1:30	1		HP - 01
11-1-51	25	W		3:40				3:40	1		HP - 01
11-1-51	26	W		1:30				1:30	1		HP - 01
11-1-51	27	W		3:40				3:40	1		HP - 01
11-1-51	28	W		1:30				1:30	1		HP - 01
11-1-51	29	W		3:40				3:40	1		HP - 01
11-1-51	30	W		1:30				1:30	1		HP - 01
11-1-51	31	W		3:40				3:40	1		HP - 01
11-1-51	32	W		1:30				1:30	1		HP - 01
11-1-51	33	W		3:40				3:40	1		HP - 01
11-1-51	34	W		1:30				1:30	1		HP - 01
11-1-51	35	W		3:40				3:40	1		HP - 01
11-1-51	36	W		1:30				1:30	1		HP - 01
11-1-51	37	W		3:40				3:40	1		HP - 01
11-1-51	38	W		1:30				1:30	1		HP - 01
11-1-51	39	W		3:40				3:40	1		HP - 01
11-1-51	40	W		1:30				1:30	1		HP - 01
11-1-51	41	W		3:40				3:40	1		HP - 01
11-1-51	42	W		1:30				1:30	1		HP - 01
11-1-51	43	W		3:40				3:40	1		HP - 01
11-1-51	44	W		1:30				1:30	1		HP - 01
11-1-51	45	W		3:40				3:40	1		HP - 01
11-1-51	46	W		1:30				1:30	1		HP - 01
11-1-51	47	W		3:40				3:40	1		HP - 01
11-1-51	48	W		1:30				1:30	1		HP - 01
11-1-51	49	W		3:40				3:40	1		HP - 01
11-1-51	50	W		1:30				1:30	1		HP - 01
11-1-51	51	W		3:40				3:40	1		HP - 01
11-1-51	52	W		1:30				1:30	1		HP - 01
11-1-51	53	W		3:40				3:40	1		HP - 01
11-1-51	54	W		1:30				1:30	1		HP - 01
11-1-51	55	W		3:40				3:40	1		HP - 01
11-1-51	56	W		1:30				1:30	1		HP - 01
11-1-51	57	W		3:40				3:40	1		HP - 01
11-1-51	58	W		1:30				1:30	1		HP - 01
11-1-51	59	W		3:40				3:40	1		HP - 01
11-1-51	60	W		1:30				1:30	1		HP - 01
11-1-51	61	W		3:40				3:40	1		HP - 01
11-1-51	62	W		1:30				1:30	1		HP - 01
11-1-51	63	W		3:40				3:40	1		HP - 01
11-1-51	64	W		1:30				1:30	1		HP - 01
11-1-51	65	W		3:40				3:40	1		HP - 01
11-1-51	66	W		1:30				1:30	1		HP - 01
11-1-51	67	W		3:40				3:40	1		HP - 01
11-1-51	68	W		1:30				1:30	1		HP - 01
11-1-51	69	W		3:40				3:40	1		HP - 01
11-1-51	70	W		1:30				1:30	1		HP - 01
11-1-51	71	W		3:40				3:40	1		HP - 01
11-1-51	72	W		1:30				1:30	1		HP - 01
11-1-51	73	W		3:40				3:40	1		HP - 01
11-1-51	74	W		1:30				1:30	1		HP - 01
11-1-51	75	W		3:40				3:40	1		HP - 01
11-1-51	76	W		1:30				1:30	1		HP - 01
11-1-51	77	W		3:40				3:40	1		HP - 01
11-1-51	78	W		1:30				1:30	1		HP - 01
11-1-51	79	W		3:40				3:40	1		HP - 01
11-1-51	80	W		1:30				1:30	1		HP - 01
11-1-51	81	W		3:40				3:40	1		HP - 01
11-1-51	82	W		1:30				1:30	1		HP - 01
11-1-51	83	W		3:40				3:40	1		HP - 01
11-1-51	84	W		1:30				1:30	1		HP - 01
11-1-51	85	W		3:40				3:40	1		HP - 01
11-1-51	86	W		1:30				1:30	1		HP - 01
11-1-51	87	W		3:40				3:40	1		HP - 01
11-1-51	88	W		1:30				1:30	1		HP - 01
11-1-51	89	W		3:40				3:40	1		HP - 01
11-1-51	90	W		1:30				1:30	1		HP - 01
11-1-51	91	W		3:40				3:40	1		HP - 01
11-1-51	92	W		1:30				1:30	1		HP - 01
11-1-51	93	W		3:40				3:40	1		HP - 01
11-1-51	94	W		1:30				1:30	1		HP - 01
11-1-51	95	W		3:40				3:40	1		HP - 01
11-1-51	96	W		1:30				1:30	1		HP - 01
11-1-51	97	W		3:40				3:40	1		HP - 01
11-1-51	98	W		1:30				1:30	1		HP - 01
11-1-51	99	W		3:40				3:40	1		HP - 01
11-1-51	100	W		1:30				1:30	1		HP - 01
11-1-51	101	W		3:40				3:40	1		HP - 01
11-1-51	102	W		1:30				1:30	1		HP - 01
11-1-51	103	W		3:40				3:40	1		HP - 01
11-1-51	104	W		1:30				1:30	1		HP - 01
11-1-51	105	W		3:40				3:40	1		HP - 01
11-1-51	106	W		1:30				1:30	1		HP - 01
11-1-51	107	W		3:40				3:40	1		HP - 01
11-1-51	108	W		1:30				1:30	1		HP - 01
11-1-51	109	W		3:40				3:40	1		HP - 01
11-1-51	110	W		1:30				1:30	1		HP - 01
11-1-51	111	W		3:40				3:40	1		HP - 01
11-1-51	112	W		1:30				1:30	1		HP - 01
11-1-51	113	W		3:40				3:40	1		HP - 01
11-1-51	114	W		1:30				1:30	1		HP - 01
11-1-51	115	W		3:40				3:40	1		HP - 01
11-1-51	116	W		1:30				1:30	1		HP - 01
11-1-51	117	W		3:40				3:40	1		HP - 01
11-1-51	118	W		1:30				1:30	1		HP - 01
11-1-51	119	W		3:40				3:40	1		HP - 01
11-1-51	120	W		1:30				1:30	1		HP - 01
11-1-51	121	W		3:40				3:40	1		HP - 01
11-1-51	122	W		1:30				1:30	1		HP - 01
11-1-51	123	W		3:40				3:40	1		HP - 01
11-1-51	124	W		1:30				1:30	1		HP - 01
11-1-51	125	W		3:40				3:40	1		HP - 01
11-1-51	126	W		1:30				1:30	1		HP - 01
11-1-51	127	W		3:40				3:40	1		HP - 01
11-1-51	128	W		1:30				1:30	1		HP - 01
11-1-51	129	W		3:40				3:40	1		HP - 01
11-1-51	130	W		1:30				1:30	1		HP - 01
11-1-51	131	W		3:40				3:40	1		HP - 01
11-1-51	132	W		1:30				1:30	1		HP - 01
11-1-51	133	W		3:40				3:40	1		HP - 01
11-1-51	134	W		1:30				1:30	1		HP - 01
11-1-51	135	W		3:40				3:40	1		HP - 01
11-1-51	136	W		1:30				1:30	1		HP - 01
11-1-51	137	W		3:40				3:40	1		HP - 01
11-1-51	138	W		1:30				1:30	1		HP - 01
11-1-51	139	W		3:40				3:40	1		HP - 01
11-1-51	140	W		1:30				1:30	1		HP - 01
11-1-51	141	W		3:40				3:40	1		HP - 01
11-1-51	142	W		1:30				1:30	1		HP - 01
11-1-51	143	W		3:40				3:40	1		HP - 01
11-1-51	144	W		1:30				1:30	1		HP - 01
11-1-51	145	W		3:40				3:40	1		HP - 01
11-1-51	146	W		1:30				1:30	1		HP - 01
11-1-51	147	W		3:40				3:40	1		HP - 01
11-1-51											



Pang, Robert



OFFICE OF THE CHIEF OF THE AIR CORPS
HEADQUARTERS
AIR CORPS FERRYING COMMAND
WAR DEPARTMENT
WASHINGTON, D. C.

August 1, 1941

SPECIAL ORDERS)
NO. 26)

EXTRACT

1. The following named officers and enlisted men, temporarily assigned to the Air Corps Ferrying Command, in accordance with Orders listed below, and under the provisions of letter from The Adjutant General to the Commanding Generals, All Armies, GHQ Air Force, Departments and Corps Areas, etcetera, dated June 5, 1941, file AG 320.2 (6-3-41) MR-M, subject, "Constitution of the Air Corps Ferrying Command" will proceed at the proper times to the United Kingdom and to such other places, as are necessary, in such order as may be directed by the Commanding Officer Air Corps Ferrying Command, on temporary duty for the purpose of operating the North Atlantic Division of the Air Corps Ferrying Command, and upon completion of this duty, will return to their home stations:

<u>Name, Rank and Serial Number</u>	<u>Special Orders</u>	<u>Home Station</u>
Lt. Col. Caleb V. Haynes, (O-11055) Air Corps	Radio. 6/6/41 Hdq. P.R. Dept.; AGO Radio. 6/30/41; Par. 2, S.O. 17, Hdq. A.C.F.C.; 6/30/41; AGO Radio. 7/30/41	Borinquen Field, Puerto Rico
Major Curtis E. LeMay (O-17917) Air Corps	Let. Orders Hdq. A.C.F.C. 6/14/41; & Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41.	Westover Field, Massachusetts
Capt. Carlos J. Cochrane (O-339752) Air Corps	Par. 7, S.O. 139, A.B. Hdq. Langley Field, 6/14/41; & Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41	Langley Field, Virginia
Capt. James H. Rothrock (O-253574) Air Corps	Par. 7, S.O. 139, A.B. Hdq. Langley Field, 6/14/41; Par. 1, S.O. 17, Hdq. A.C.F.C. 6/30/41	Langley Field, Virginia
Capt. David B. Lancaster, Jr. (O-298457) Air Corps	Par. 1, S.O. 156, A.B. Hdq. Fort Douglas 7/17/41; TXX Order, W.D., A.C.F.C. 7/18/41	Fort Douglas, Utah
1st Lt. Edson F. Kester (O-22354) Air Corps	Radio. 7/1/41 Hdq. A.F.C.C.; Par. 2, S.O. 18, Hdq. A.C.F.C. 7/1/41; Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41	Westover Field, Massachusetts
1st Lt. Wm. N. Vickers, Jr. (O-359104) Air Corps	Par. 2, S.O. 75, 7/12/41, A.B. Hdq. Albuquerque	Albuquerque, New Mexico
1st Lt. Elbert D. Reynolds (O-21570) Air Corps	Radiogram 7/24/41 Hdq. A.C. F.C.; Par. 6, S.O. 86, Albuquerque, 7/25/41	Albuquerque, New Mexico

CONFIDENTIAL

- 2 -

<u>Name, Rank and Serial Number</u>	<u>Special Orders</u>	<u>Home Station</u>
1st Lt. John B. Montgomery. (O-21546) Air Corps	Par. 7, S.O. 139, 6/14/41 Langley Field; & Par. 1, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
2nd Lt. Herbert J. Felton (O-398680) Air Corps	Par. 1, S.O. 146, 7/5/41 Fort Douglas; & TWX Order, A.C.F.C. 7/18/41	Fort Douglas, Utah
2nd Lt. Earl J. Cooper (O-395120) Air Corps	Par. 2, S.O. 75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
2nd Lt. Erwin R. Kriel (O-398626) Air Corps	Radio. 7/24/41 Hdq. A.C.F.C. Par. 6, S.O. 86, A.B. Hdq. Albuquerque, 7/25/41	Albuquerque, New Mexico
2nd Lt. Homer R. Taylor (O-409908) Air Corps	Par. 2, S.O. 75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
2nd Lt. Francis B. Rang (O-409905)	Radiogram 7/24/41 Hdq. A.C. F.C., Par. 6, S.O. 86, A.B. Hdq. Albuquerque 7/25/41	Albuquerque, New Mexico
M/Sgt Adolph Cattarius R-1230233	Par. 2, S.O. 136, 6/11/41 Langley Field; Par. 2, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt. John W. Freeman 6845148	Par. 7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41	Langley Field, Virginia
M/Sgt. William J. Heldt 6440892	Par. 7, S.O. 139, 6/14/41 Langley Field; Par. 1, S.O. 19, 7/3/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt. James E. Sands 6839814	Par. 7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 1, S.O. 19, 7/3/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt Charles M. Kincheloe 6797870	Par. 7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 3, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt Richard R. Martin 6126371	Par. 7, S.O. 139, A.B. Hdq. Langley Field 6/14/41; Par. 1, S.O. 19, Hdq. A.C.F.C. 7/3/41	Langley Field, Virginia
T/Sgt Joseph H. Walsh 6836218	Par. 7, S.O. 139, 6/14/41 A.B. Hdq. Langley Field; Par. 1, S.O. 17, 6/30/41 Hdq. A.C.F.C.	Langley Field, Virginia
T/Sgt Roy H. Coulter 6783075	Par. 2, S.O. 75, 7/12/41 A.B. Hdq. Albuquerque	Albuquerque, New Mexico
S/Sgt Edward Schrempf 5729816	Par. 1, S.O. 146, 7/5/41 Fort Douglas; TWX Order 7/18/41 A.C.F.C.	Fort Douglas, Utah
T/Sgt. Francis G. Denery 6699071	Radio. 7/24/41 Hdq. A.C.F.C. Par. 6, S.O. 86, A.B. Hdq. Albuquerque, 7/25/41	Albuquerque, New Mexico

Name, Rank and Serial NumberSpecial OrdersHome Station

S/Sgt. Wm. H. Prince
6564705

Par. 1, S.O. 146, 7/5/41 Fort
Douglas; & TWX Order, W. D.
A.C.F.C. 7/18/41

Fort Douglas,
Utah

Sgt. Richard J. Barrett, Jr.
6714692

Radiogram 7/24/41 Hdq.
A.C.F.C., Par. 6, S.O. 86
Albuquerque A.B. 7/25/41

Albuquerque,
New Mexico

Cpl. Clyde W. Nowlin
6667130

Par. 2, S.O. 75, 7/12/41
A.B. Hdq. Albuquerque

Albuquerque,
New Mexico

Sgt. Vance H. Spears
6296243

Par. 2, S.O. 75, 7/12/41
A.B. Hdq. Albuquerque

Albuquerque,
New Mexico

S/Sgt. Leo J. Zulkowski
6827245

Radiogram 7/24/41 Hdq.
A.C.F.C., Par. 6, S.O. 86,
A.B. Hdq. Albuquerque 7/25/41

Albuquerque,
New Mexico

T/Sgt. Horace Peck
6141760

Par. 4, S.O. 165, 7/16/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

S/Sgt. James A. McVicar
6725300

Par. 4, S.O. 165, 7/16/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

S/Sgt. Norbert D. Flynn
6830755

Par. 4, S.O. 165, 7/16/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

S/Sgt. Robert A. Richardson
6889394

Par. 4, S.O. 165, 7/16/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

T/Sgt. Robert Showers
6840712

Par. 4, S.O. 167, 7/18/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

S/Sgt. Harold L. Showers
6893248

Par. 4, S.O. 167, 7/18/41
A.B. Hdq. Langley Field

Langley Field,
Virginia

In lieu of subsistence a flat per diem of \$6.00 is authorized for travel by military aircraft and commercial aircraft as authorized by Section II, Circular 128, War Department, dated November 4, 1940, and for the period of temporary duty outside the continental limits of the United States, in accordance with existing law and regulations, for both officers and enlisted men. Since the duties in connection with this mission are exceptional and will require more than 72 hours for their performance, a delay of not to exceed thirty (30) days at any one place is authorized, while on temporary duty away from their permanent home stations.

Transportation requests submitted by officers will in all cases be substantiated by two copies of these Orders and copies of Operations Order under which travel is being performed.

Per diem vouchers submitted by Officers will be substantiated by two copies of this Order as well as two copies of all Operations Orders under which travel was performed since the last voucher for per diem was submitted.

Travel involved for both the officers and enlisted men is necessary in the military service, and is chargeable to AC 805 P 111-06 A 0021-13.

By order of Colonel Robert Olds:

William H. Tunner
WILLIAM H. TUNNER,
Major, Air Corps,
Adjutant.

OFFICIAL: *[Signature]*

AIR CORPS PLANTING COMMAND
AVIATION DIVISION
OFFICE OF THE CHIEF OF THE AIR CORPS
WASHINGTON, D. C.

OPERATIONS ORDER)

November 23, 1941

NO. 101)

1. Under the provisions of Section I, AR 95-15, 10 October letter 52-20, and AGO letter 100-2 (5-3-41), subject, "Operations of the Air Corps Ferrying Command" the following named officers and enlisted men will proceed on 23 November by airplane, Air Corps Serial 100-1, from Bolling Field, Washington, D.C. to Cairo, Egypt, via the South Atlantic, and return by military aircraft, for the purpose of surveying air routes to Northern Africa.

Capt. Joseph B. Wells, O-21266, AC
2nd Lt. John L. Terlich, O-423975, AC
2nd Lt. Madden S. Zych, O-428099, AC
S/lt. Cecil L. Shackelford, 6016777, AC
S/lt. Alvin L. Seward, 6998013, AC
Pfc. John W. Shirley, 11023438, AC

Chief
1st Lt.
Capt. etc.
Sergeant
Sergeant
Radio Operator

Directed is necessary in the military service.

By order of Colonel C. C. C.

THOMAS L. FOSLEY,
Major, Air Corps,
Operations Officer

THOMAS L. FOSLEY,
Major, Air Corps,
Operations Officer

As a result of the proposed reduction in the number of personnel, the program will be reduced to twenty-two hours per week. The delay of not to exceed thirty (30) days will be required to complete the work of the program from their current state of affairs.

The personnel involved to above will be equipped with the following:

by order of Colonel _____

R. C. LAMBERT
Major, 1st Co., Pa.
Adjutant

[Handwritten signature]

Appendix ~~III~~
~~6~~ ~~F~~
 Intelligence Division

RESTRICTED
 19 6 50 C-1
 NAME: *James H. Rohrbach*
 GRADE: *Capt*
 DATE: July 27, 1941
(10 days 1941)

SUBJECT: ROUTE NO. 2 - FLORIDA TO MANILA.

TAMPA - NATAL - TAKORADI - KARACHI - SINGAPORE - MANILA

1. The following information is supplies relative to the selection of a suitable Air Route for the purpose of ferrying B-17 Airplanes from this country to Manila.

2. In the selection of this route, primary consideration has been given to choosing airdromes suitable for use by heavy bombers, distances between landing fields, and physical terrain features. Details of this route are given below.

a. Tampa to Puerto Rico	1259 miles	_____	100 _____
b. Puerto Rico to Belem (or Port of Spain)	1830 "	3800 feet	90 Octane
c. Belem to Natal	925 "	5250 "	100 "
d. Natal to Takoradi	2200 "	3900 "	87 "
e. Takoradi to El Geneina	1700 "	3280 "	87 "
f. El Geneina to Assab	1940 "	3940 "	87 "
g. Assab to Karachi	1800 "	4200 "	87 1/2 "
h. Karachi to Allahabad	960 "	3000 "	87 1/2 "
i. Allahabad to Calcutta	466 "	2400 "	87 1/2 "
j. Calcutta to Rangoon	647 "	4000 "	87 1/2 "
k. Rangoon to Singapore	1200 "	3390 "	100 "
l. Singapore to Manila	1600 "	5800 "	100 "
TOTAL		15927	

3. This route across the Caribbean to Natal, across the South Atlantic to Freetown or Takoradi, across Africa to Assab, across Arabia to Karachi, joining the Imperial Airways to Singapore, and thence to Manila, lies chiefly in the equatorial zone. The majority of the airports are established and contain suitable facilities for operation by B-17's. All of the airports are in daily use, and weather data will be available along the route, secured by radio.

Appendix XVI

~~SECRET~~
(From copy made by Major Bailen)

Brig. General Elmer E. Adler,
US Military N. African Mission,
Cairo, Egypt.

Dear Elmer:

February 14, 1942.	
Classified	by
to RESTRICTED	
by authority of <i>Commanding Officer</i>	
NAFD-ATC	
NAME:	<i>Samuel R. Polk</i>
G. ADL:	<i>Polk</i>
DATE:	<i>18 Nov 1945</i>

I have tried to find an opportunity to write you at length covering many developments of the past six weeks, but that time has not been available. I have read most of your cables and your letters to Joe Wilson and fully appreciate the tremendous job you have been tackling at long range from the Washington Headquarters, particularly during this critical period of our transition from a materiel arsenal to a nation at war.

I will try to cover briefly herewith the present status of certain of the vital questions you have raised so frequently in the past:

1. The combat echelon B-17 movement: Following closely on the heels of a directive to the Air Force Combat Command to reinforce Hawaii, occupy outlying bases close to the North American continent and to start the immediate organization of new units, the Combat Command received top priority instructions to assemble 80 4-engine crews as rapidly as possible, proceed to Tampa for crew familiarization flights and final check of many new installations on the B-17Es--such as power turrets, etc. The ACFC was directed to supervise the loading of each plane with codes and communications instructions. This was done. All experienced 4-engine crews in the Combat Command had been sent elsewhere or were being utilized in the activation of new units. The first pilots of nearly all of the 80 reinforcing B-17s had never seen their crews before the day they took possession of the plane, were drawn from practically every bombardment unit in the Combat Command, given the minimum transition and sent on their way to Tampa. Frantic cables from Gen. Brett demanded the immediate dispatch of these planes. The situation was weighed as carefully as possible. Minimum essential spares were left on each plane and many were taken off to bring the loadings down to 53,500 which is the absolute maximum allowed by the Materiel Division. The spares which were taken off were forwarded by PAA Clipper to Lagos for transloading via PAA DC-3 to as far along the trans-African air route as they could be moved. Attempts were made by PAA to subcontract with BOAC to move these spares the rest of the

~~SECRET~~

way to Bangalore. The situation was much more critical than has been communicated to you. In fact, if 60% of the aircraft and crews had reached Bangalore, it would have exceeded my estimates. Actually, less than a half-dozen have encountered major damage, although a few are waiting spares, engines and tires--which are being forwarded as rapidly as they can be procured in this country from depleted stockades. Cargo space eastbound is also extremely limited at the present time owing to the many extremely high priorities received from the highest sources for the transportation of missions to N. Africa, Iran, Russia and China; staff officers to Australia, not to mention the few key technical personnel the ACFC is struggling to obtain to transport to control stops. I have sent Kester along the route in a B-24 with M/Sgt. Cattarius, who is the most capable 4-engine plane mechanic in the Air Corps today. His experience on B-17s and B-24s is unparalleled. If anyone can troubleshoot the minor difficulties, I have confidence that he will whip stalled aircraft into shape while Kester works on ship captains to push them along. The difficulties encountered by these crews were anticipated. The situation permitted no alternative. Experienced flight leaders were not available. Crews were complete as to numbers, but horribly deficient in experience. Long range aircraft cannot be flown long distances in visual contact formations. Limitations on the number of airplanes permitted on one airdrome at one time in Brazil, owing to the political situation, constituted a movement factor which could not be avoided. I am giving you these facts merely for your own information and not to alibi anything that the ACFC had done. Our crews as you well know are probably the best in the world and they have set a high standard of 4-engine operation over long distances which inexperienced crews from the AF Combat Command obviously couldn't match. Not one member of the ACFC constituted a part of any of the 80 reinforcement crews, which were to stay at destination and join combat with the enemy.

2. The air transportation picture: There are approximately 12 different contracts now in force between the WD and FAA or its subsidiaries dealing with all phases of airdrome construction, operations and ferrying. Most of these contracts were drawn prior to our entry into the war and involved commercial operating rights for FAA as a commercial airline under government contract. I have had many of the best lawyers in the country working on this proposition for the last six weeks and am not satisfied with anything that has come out of the huddle yet. My directive from Gen. Arnold as of yesterday to militarize all air routes under the direct control of the ACFC, such routes to extend from the U. S. to transfer points immediately behind specified air theaters and Calcutta for the Chinese theater, gives me the opportunity now to place military crews on all cargo and passenger aircraft operating strictly for military purposes. These crews will be placed in operation just as soon as commissioned and finally trained. The entire picture will include a strictly military airway from Miami to Calcutta and

tation. This will be done with a government-owned plane with military crews.

3. Clipper operations: I do not blame you in the least for being somewhat surprised when Clippers suddenly pop up without any advance information. Charter operations of these Clippers on special occasions have been most secret. The ammunition incident was launched within twelve hours, initially as an emergency reinforcement to MacArthur in the Philippines--before any of our airdromes had been lost. I had sent B-42s to Australia to shuttle this ammunition in from Darwin. Before the Clippers arrived in India, it had become impossible to get ammunition into the Philippines and the East Indian situation had made it totally inadvisable to risk these unarmed Clippers in that theater. Instructions were then issued to unload at either Karachi or Bombay and to store the ammunition as a credit to Gen. Brett at Bangalore for further transportation to him as soon as he could start a regular shuttle with the 3 B-24s I had loaned him originally to move this ammunition into MacArthur. The same is true of flushing compound, B-17 spares, etc. that had been shipped via PAA to Bangalore to remain on credit for Gen. Brett. The first Clippers on charter carried spare parts for Chennault's P-40s and arrived in the nick of time. His subsequent operations have proved the wisdom of speeding these supplies directly to him for transshipment by CNAC.

4. Personnel: It has been a terrific struggle to obtain experienced or qualified personnel to station at the many ACFC control points along this 10,000 mile air route. They are now becoming available and are being trained as rapidly as possible. They will be sent by air to their respective stations as transportation becomes available. Within a relatively short time I am depending upon the transaction of all ACFC business over the direct communications net now operated by PAA but under the communications control of our coding and decoding personnel at each station. It would be extremely helpful to me if service messages relating to the operation of the ACFC activities could be handled exclusively over this direct communications net leaving cable service free for the traffic involved in either combat or related supply matters pertaining to the Near and Far East respectively.

I am terribly sorry that we have been slightly crossed up on a limited number of occasions. The pressure on me has been direct and furious. I must exercise direct control of my personnel are to be available to me to carry out orders I have issued to them. I hope these matters have been straightened

40-2370

SEP 1943
(NOTE NO
ACTION SINCE
MARCH 1942)

40-2571

NOTE NO ACTION AFTER DEC 1941
PEARL ?

40-2372

85
3-20

40-2373

NO REC AFTER MAR 1942

40-2374

40-2376

40-2377

Date				Time				Location			
Day	Month	Year	Hour	Min	Sec	Lat	Long	Alt	Temp	Wind	Remarks
1	1	1944	10	00	00	34	84	84			Stationed
2	1	1944	10	00	00	34	84	84			Stationed
3	1	1944	10	00	00	34	84	84			Stationed
4	1	1944	10	00	00	34	84	84			Stationed
5	1	1944	10	00	00	34	84	84			Stationed
6	1	1944	10	00	00	34	84	84			Stationed
7	1	1944	10	00	00	34	84	84			Stationed
8	1	1944	10	00	00	34	84	84			Stationed
9	1	1944	10	00	00	34	84	84			Stationed
10	1	1944	10	00	00	34	84	84			Stationed
11	1	1944	10	00	00	34	84	84			Stationed
12	1	1944	10	00	00	34	84	84			Stationed
13	1	1944	10	00	00	34	84	84			Stationed
14	1	1944	10	00	00	34	84	84			Stationed
15	1	1944	10	00	00	34	84	84			Stationed
16	1	1944	10	00	00	34	84	84			Stationed
17	1	1944	10	00	00	34	84	84			Stationed
18	1	1944	10	00	00	34	84	84			Stationed
19	1	1944	10	00	00	34	84	84			Stationed
20	1	1944	10	00	00	34	84	84			Stationed
21	1	1944	10	00	00	34	84	84			Stationed
22	1	1944	10	00	00	34	84	84			Stationed
23	1	1944	10	00	00	34	84	84			Stationed
24	1	1944	10	00	00	34	84	84			Stationed
25	1	1944	10	00	00	34	84	84			Stationed
26	1	1944	10	00	00	34	84	84			Stationed
27	1	1944	10	00	00	34	84	84			Stationed
28	1	1944	10	00	00	34	84	84			Stationed
29	1	1944	10	00	00	34	84	84			Stationed
30	1	1944	10	00	00	34	84	84			Stationed
31	1	1944	10	00	00	34	84	84			Stationed

[illegible]

